SECTION II NM 44/02

NAVIGATION PUBLICATIONS

ALMANACS CORRECTIONS

AIR ALMANAC Ed 2003 NEW EDITION (NIMA) 44/02

NAUTICAL ALMANAC Ed 2003 NEW EDITION (NIMA) 44/02

SAILING DIRECTIONS CORRECTIONS

PUB 120 2 Ed 2001 LAST NM 43/02

Page 45—Lines 42/L to 1/R; read:

- 1. Ice Navigation in Canadian Waters, published by the Department of Transport, where the ship is making a voyage during which ice may be encountered.
- 2. Table of Life-Saving Signals, published by the International Maritime Organization and reprinted by the Department of Transport, where the ship is making a foreign voyage, a home-trade voyage, Class I, II, or III, or an inland voyage, Class I.
- 3. The Merchant Ship Search and Rescue Manual (MER-SAR), published by the International Maritime Organization, where the ship is making a foreign voyage or a home-trade voyage, Class I or II.
 - 4. Where the ship is required to be fitted with radio (Can NM 5W/02, Section 4) 44/02

PUB 126 7 Ed 2002 LAST NM 43/02

Page 19—Line 3/L; read:

dangerous. An exposed wreck of a sailing vessel lies on the ledge to the NW entrance to the passage of Tiputa. The lagoon

(Fr NM 05/02) 44/02

Page 196—Line 15/R; read:

noticed in this vicinity.

Caution.—Vessels are advised to remain clear of the S coast of Guadalcanal, from the SE entrance of Marau Sound to Cape Hunter, due to the possibility of hostile action being directed against them from shore.

(BA NM 23/02, Section IV) 44/02

PUB 131 9 Ed 2000 LAST NM 43/02

Page 18—Lines 56 to 57/L; read:

2.3 Puerto de Estepona (36°25'N., 5°09'W.), an extensive yacht harbor, lies between

(NIMA) 44/02

Page 19—Lines 30 to 31/L; read:

Fuengirola (36°32'N., 4°37'W.), a small harbor, is situated 2.2 miles NNE of Punta de

(NIMA) 44/02

Page 24—Line 34/R; read:

Puerto de Carboneras (36°58'N., 1°53'W.) (World Port Index No. 38395), a small harbor,

(NIMA) 44/02

PUB 140 2 Ed 2001 LAST NM 43/02

Page 24—Lines 37 to 55/L; read:

- 1. Ice Navigation in Canadian Waters, published by the Department of Transport, where the ship is making a voyage during which ice may be encountered.
- 2. Table of Life-Saving Signals, published by the International Maritime Organization and reprinted by the Department of Transport, where the ship is making a foreign voyage, a home-trade voyage, Class I, II, or III, or an inland voyage, Class I.
- 3. The Merchant Ship Search and Rescue Manual (MER-SAR), published by the International Maritime Organization, where the ship is making a foreign voyage or a home-trade voyage, Class I or II.
 - 4. Where the ship is required to be fitted with radio (Can NM 5W/02, Section 4) 44/02

PUB 153 9 Ed 2000 LAST NM 41/02

Page 78—Line 42/R; read:

The entrance to the harbor is marked by a lighted range, although it has been reported (2002) to be obscured by vegetation

(BA NM 35/02, Section IV) 44/02

PUB 154 8 Ed 2002 LAST NM 42/02

Page 41—Graphic/top:

Change caption from Canada Place to read Vancouver Trade and Convention Center Pier.

(Can NM 1W/02, Section 4) 44/02

Page 42—Line 7/L; read:

The Vancouver Trade and Convention Center Pier, situated close E of the CP Railferry Wharves, is a

(Can NM 1W/02, Section 4) 44/02

Page 42—Lines 11 to 12/L; read:

The Centennial Pier Wharf is situated 0.6 mile E of the Vancouver Trade and Convention Center Pier. It provides seven berths which are used for containers,

(Can NM 1W/02, Section 4) 44/02

Page 65—Line 5/R; insert after:

Caution.—Seaplane activity is heavy in Departure Bay. An aeronautical strobe light on Shaft Point, at the N entrance to Newcastle Island Passage, is activated by the seaplane operator to alert mariners of an aircraft taking off or landing.

(Can NM 7W, 9W/02, Section 4; US CH 18403) 44/02

SECTION II NM 44/02

PUB 154 (Continued)

Page 67—Line 18/R; insert after:

Seaplane activity is heavy in the harbor W of Protection Island. An aeronautical strobe light, on the central breakwater at the entrance to Commercial Inlet, is activated by the seaplane operator to alert mariners of an aircraft taking off or

(Can NM 2W/02, Section 4)

44/02

Page 88—Line 27/R; read:

much as 10 knots.

(Can NM 1W/02, Section 4)

44/02

Page 89—Line 45/L; read:

190° at a velocity of 7 to 9 knots, but may reach as much as 11 knots. It impinges sharply on the

(Can NM 1W/02, Section 4)

44/02

Page 98—Line 49/R; read:

An overhead power cable, with a vertical clearance of

(Can NM 5W/02, Section 4)

44/02

Page 136—Line 3/R; read:

lighted buoy moored close S; the buoy should be kept to 44/02

(Can NM 2W/02, Section 4)

Page 145—Line 9/R; read:

of the point.

(Can NM 5W/02, Section 4)

44/02

Page 259—Line 29/L; read:

A depth of 24.3m lies over a sharp pinnacle on

(Can NM 11W/01, Section 4)

44/02

Page 264—Line 33/L; read:

46m. There is a depth of 73m lying close outside the mouth, although it has been reported (2001) that a rock, with a depth of less than 2m, lies in the approach to Battle Inlet.

(Can NM 6W/02, Section 4)

44/02

PUB 161 8 Ed 2002 **LAST NM 24/02**

Page 129—Line 3/R; read:

Pilotage.—Pilotage is compulsory and available 24 hours. Vessels 50m and over must board a pilot when transitting the river between the Bankok Bar Channel entrance and the upper limits of the port. The pilot may be

(BA NM 2/02)

44/02

Page 131—Lines 27 to 28/L; read:

lighted buoy. Pilotage is compulsory and pilots board in position 11°11'N, 99°36'E.

(BA NM 2/02)

44/02